EXHIBIT B

| | | 1 | вл NO, CHASA04 | |
|--|---|--|--|--|
| NANGSHU XINGDAO ADVANCED | IILDING-MATERIAL CO. LTD | BILL OF LADING | Nationality of Ocean Vessel | |
| NGBANG INDUSTRIAL PARK, | CHANGSHU JIANGSU, CILINA. | | | |
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| onsignee O THE ORDER OF CREDIT SI | UISSB, ZURICH | condition (unless otherwise indicase herein and to be discharged at the ab near thereto as the vessel may safety The weight, measure marks, nur | and charked by the Carrier | |
| iouhy address VACEROS AG BAARERSTRASS | E 12 6300 ZUG SWITZERLANI | on loading. The Simpler, Consultant D hereby expressly accept and agree provisions, exceptions and conditions on the back hereof. One of the Bitt aurrendered in exchange for the goo in witness where of, the Carrier Leding all of this tenor and date, or | to all printed, written or stamped softhis Bill of Lading, including those sof Lading duly endorsed must but or delivery order. To this Agents has signed Bills of ne of which being accomplished, the | |
| re-carriage by | • Place of Receipt by Pre-certier | Shippers are requested to no conditions of this Bill of Lading was insurance upon their goods. | ote particularly the exceptions and with reference to the validity of the | |
| Ocean Vestel PADRE V. 01 | Port of Loading CHANGSHU PORT | , CHINA | original Number of Original Numb | |
| Port of Discharge SAGUNTO PORT, | SPATN destination (if goods to be transhipped | f at port of discharge) Freight payable | | |
| Marks & Nos./Container Nos. | Number end kind of packages; description of g | pods | Gross weight #qs Nessurament m | |
| | 25 COILS | | G. W. :348. 170 MTS N. W. :346. 020 MTS | |
| N/M | CONTINUOUSLY HOT-DI | P ZINC-COATED STEEL COI | S | |
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| | | | 3 0 SEP 2007 | |
| | CLEAN ON BOARD | | | |
| | FREIGHT PREPAID FIXTURE NOTE DATE | D:03.09, 2007 | | |
| TOTAL PACKAGES (IN WORDS | SAV TOTAL TWENT | TY FIVE COILS ONLY | | |
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| Freight and charges | | CHANGSHU, C 30 SEP, 2 | | |
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The following are the conditions and exceptions operative relatives to DEFINTION. "Herchain" includes the Shipper, the Perevicit, and Designer, the Consigner, the Holder of the Bill of Loding and the Current that Consigner, the Holder of the Bill of Loding and the Current that Consigner, the Holder of the Bill of Loding and the Current that Consigner, the Holder of the Bill of Loding and the Current are marked to the Merchant PARAMOUNT CLAUSE. This Bill of Loding should be subject to the Holder of the Merchant Related to Bills of Early Consigner for the Ladderman Consistency for the Ladderman Consistency for the Ladderman Consistency for the Consistency for the Ladderman Consistency for the Ladderman Consistency for the Consistency of the Consistency of Low Consistency for the Consistency of the Cons

(2) A I does, takes and charges or any other expanses in connection with the quods shall be paid by the Merchant.

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| pper INGSHU XINGDAO ADVANCED BU NGBANG INDUSTRIAL PARK, C | IILDING-MATERIAL CO. LTD HANGSHU JIANGSU, CHINA. | BILL OF LADING | Nationally of Ocean Vessel |
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| only Address VACEROS AG BAARERSTRASSE | 12 6300 ZUG SWITZERLAND | on loading. The Scripper, Consulprenterby expressly accept and agree provisions; exceptions and condition on the back hereof. One of the Bit surrendered in exchange for the good in withesa where of, the Carrie Lading all of this tenor and date, or | to all printed, written or stamped of this Bill of Lading, including those is of Lading duly endorsed must be before delivery order. To this Agents has signed Bills of ne of which being accomplished, the |
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| TOTAL PACKAGES (IN WORDS) | SAY TOTAL NINE | COTIS ONLY Place of B(s)/L lases | Daled |
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| CODE NAME CONGENSILL EDITION 1984 | · · · · · · · · · · · · · · · · · · · | | L OF LADING | B/L NO. CHASA09 |
| Shipper HANGZHOU LONGTAI MATERIALS IND HOLDING CO.,LTD | OUSTRY | TOE | BE USED WITH CHARTER-PARTIES | |
| Consignee | | | | |
| PRODUCCIONES SIDERURGICAS DEI MEDITERRANEO, S.A. | L | | | |
| Notify address CASOCOBOS,S.A. AVDA.9 DE OCTUBRE,106.46520 PUE SAGUNTO,VALENCIA,TFN, 96 267 21 5 | RTO 68 FAX 96 267 95 | 62 / | | |
| Vessel port of loadin | | | € *) | and respect to the second of the second of the second of |
| port of discharge SAGUNTO, SPAIN | | | | RIGINAL |
| Shipper's description of goods | | | | Gross |
| ight | e e | | 1 | ·• |
| | PRIME HOT | r DIPPED G | BALVANISED STEEL SHEET I | N COIL. |
| MASTEEL, CHINA, GRADE, SIZE, WIDTH, COIL NO., GROSS COIL WEIGHT, NET COIL WEIGHT, LENGTH OF THE COIL, SAGUNTO (BLUE COLOUR) | GROS NE | ss Weight T Weigh | T: 1027.98MT F: 1024.96MT 100COILS | ON BOARD 2 5 SEP 2007 |
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| (of which being responsible for k | SAY; TOTAL (on dec oss or damage howsoer | x at Shippers | RED COILS ONLY risk; the Carder not | |
| Freight payable as per CHARTER-PARTY deled | | SHIPPED at the port of loading in apparent good order and condition on board the vessel for carriage to the port of Discharge of so near thereto as she may safely get the goods specified above. | | |
| FREIGHT ADVANCE. Received an account of freight: | | Weight, measure, quality, quantity, condition, contents, and value unknown IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading indicated below all of this tenor and date, any one of which being accomplished the other shall be void. | | |
| Time used for loadingdays. | hours. | | TIONS OF CARRIAGE SEE OVERLEA | F |
| | Freight payable at | | Place and date of Issue CHANGSHU, CHINA | 25 SEP 2007 |
| | Number of original Ball | L. | Signature 常熟宏海国 | 示船舶代理有限公司 IIIIIIIIIIIIIIII |
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Page 1

BILL OF LADING

TO BE USED WITH CHARTER-PARTIES CODE NAME: "CONGENBILL" EDITION 1994 ADOPTED BY THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Conditions of Carriage

- (1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.
- (2) General Paramount Clause. (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
 - (b) Trades where Hague-Visby Rules apply. In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 the Hague-Visby Rules apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
 - (e) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.
- (3) General Average.
 General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.
 Cargo's contribution to General Average shall be paid to the Carrier oven when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.
- (4) New Jason Clause.
 In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence of not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignées or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo, if a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignées or owners of the goods to the Carrier before delivery.
- (5) Both-to-Blame Collision Clause,
 If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight, Destination, etc., see overleaf



Citis Nacional 340, Km 939 46510 QUARTELL (VALENCIA)
Tel 982 602 500 Fax 982 601 188 982 602 677 www.prosidmed.com

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CODE NAME CONGENBILL EDITION 1994

BILL OF LADING

The state

PAGE B/L NO.

Shipper HANGZHOU LONGTAI MATERIALS INDUSTRY

HOLDING CO.,LTD

TO BE USED WITH CHARTER PARTIES

CHASA 10

PRODUCCIONES SIDERURGICAS DEL MEDITTERRANEO S.A.

CASOCOBOS,S.A.

AVIDA.9 DE OCTUBRE, 106, 46520 PUERTO SAGUNTO, VALENCIA TEFN 96 267 21 58 FAX 96 267 95 62

PADRE V.01

port of loading CHANGSHU, CHINA

port of discharge SAGUNTO, SPAIN

Gross Weight

Shipper's description of goods

PRIME HOT DIPPED GALVANISED STEEL SHEET IN COIL

MASTEEL, CHINA, GRADE. SIZE, WIDTH, COIL NO. GROSS COIL WEIGHT, NET COIL WEIGHT, LENGTH OF THE COIL, SAGUNTO

GROSS WEIGHT: 1949.63MT NET WEIGHT: 1944.41MT **174COILS**

2 6 SEP 2007

CLEAN ON BOARD FREIGHT PREPAID AS PER CHARTER-PARTY DATED 03.09.2007

SAY: TOTAL ONE HUNDRED AND SEVENTY FOUR COILS ONLY on deck at Shipper's risk; the Carrier not

(of which

being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER-PARTY dated

SHIPPED at the port of loading in apparent good order and condition on board the vessel for cardage to the port of Discharge of so near thereto as she may safely get the goods specifiéd above.

FREIGHT ADVANCE. Received on account of freight: Weight, measure, quality, quantity, condition, contents, and value unknown

in withess whereof the Master or Agent of the said Vessel has signed the number of Bitls of Lading Indicated below all of this tenor and date, any one of which being accomplished the other shall be void.

Time used for loading......hours.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Place and date of Issue 26 SEP 2007 Freight payable at CHANGSHU, CHINA

Number of original Bs/L THREE

Signature

常熟宏海国际船舶代理有限公司 CHRON ATTENDED TO THE CHRON ATTENDED TO THE

GENERALATAIRIER

AS AGENT FOR AND ON BEHALF OF CARRIER AS AGENTS FOR THE CARRIERS MESSRS AEGEAN

CARRIERS SA

BILL OF LADING

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Page 1

TO BE USED WITH CHARTER-PARTIES CODE NAME: "CONGENBILL" **EDITION 1994** ADOPTED BY THE BALTICAND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Conditions of Carriage

- (1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.
- (2) General Paramount Clause.

 (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the (a) The Hague Rules contained in the international Convention for the Unification of Carling, When no such enactment is in force in the country of 25th August 1924 as enactment in the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
 - (b) Trades where Hague-Visby Rules apply.

 In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 the Hague-Visby Rules apply compulsority, the provisions of the respective legislation shall apply to this Bill of Lading.
 - (c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.
- (3) General Average.

 General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

 Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.

 (4) New Jason Clause.
- (4) New Jason Clause.

 In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due in the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a consignees or the owners of the cargo, and the cargo and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to atrangers. Such deposit as the owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to atrangers. Such deposit as the carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.
- (5) Both-to-Biame Collision Clause.

 If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, in the Vessel comes into collision with another vessel as a result of the negligence of the Vessel, the owners of the cargo carried hereunder will Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will independ the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or indemnity the Carrier whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

 The foregoing provisions that also carried the carrying vessel or the carrying v

The foregoing provisions shall also apply where the owners, operators of those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight, Destination, etc., see overleaf



Ctra. Nacional 340 Kim stud 46510 QUARTELL IVALENCE Tel 962 602 500 Fax 962 601 188 165 0 0 67 www.prosidmed.com

| | | , | | PAGE 2 |
|--|-----------------------------------|---|--|---|
| CODE NAME "CONGENBILL" EDITION 1994 | · | BILL OF L | ADING WITH CHARTER-PARTIES | B/L NO. CHASAll |
| CODE NAME CONGESTALE Shipper HANGZHOU LONGTAI MATERIAL HOLDING CO.,LTD | S INDUSTRY | 10 BE SOLO | | |
| Consignee HIESCOSA CL RAMON Y CAJAL LEGANE;MADRID | 25,28914 | | | |
| Notify address CASOCOBOS, S.A. AVDA.9 DE OCTUBRE, 106.4652/ SAGUNTO, VALENCIA, TFN 96 26 | · | 2. / | • | |
| PADRE V. 01 V CH | of loading ANGSHU, CHINA | / | In | RIGINAL |
| port of discharge SAGUNTO, SPAIN | | | <u>[U</u> | Gross Weight |
| Shippar's description of goods | | OIPPED GALVA | NISED STEEL SHEET I | N COIL |
| | PRIME HOLI | | | • |
| MASTEEL, CHINA, GRADE, SIZE, WIDTH, COIL NO., GROSS COIL WEIGHT, NET COIL WEIGHT, LENGTH OF THE COIL, SAGUNTO (RED COLOUR) | GROS NET | S WEIGHT: 650 WEIGHT: 648 554 | 18MT 1.53MT COILS | ON BOARD |
| FR | CL EIGHT PAYABLE AS PE | EAN ON BOAR | PARTY DATED 03. | 09,2007 |
| . (Limboh | SAY: TOTAL F | FIFTY FIVE COI Ik et Shipper's risk; tr | SONLY | |
| Freight payable as per CHARTER-PARTY dates FREIGHT ADVANCE. Received on account of freight: | onsible for loss of damage howson | SHIPP vessel for carriage specified above. Weight, measure, IN WITNESS who Lading indicated | to the port of the children, continued to | n apparent good order and condition on board the near thereto as sho may safety get the goods ents, and value unknown a said Vesset has signed the number of Bills of eny one of which being accomplished the other |
| Time used for loading | dayshours. | shall be void. FOR CONDITION | S OF CARRIAGE SEE OVERL | |
| | Freight payable at | | face and date of Issue CHANGSHU, CHINA | 26 SEP 2007 |
| | Number of original Ba | ξ/L. ξ | CHAKS的中国日 常熟宏海国 Signature | 际船舶代理有限公司 |
| | | 2 | AS AGENT FOR AS AGENTS FOR THE C CARRIERS SA | ARRIERS MUSSRS AEGEAN |

BILL OF LADING

Page !

TO BE USED WITH CHARTER-PARTIES CODE NAME: "CONGENBILL" EDITION 1994 ADOPTED BY THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Conditions of Carriage

- (1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.
- General Paramount Chause.

 (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the (a) The Hague Rules contained in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of 25th August 1924 as enacted in the country of the shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are computsority applicable, the terms of the said Convention shall apply. (2) General Paramount Clause.
 - (b) Trades where Hague-Visby Rules apply.

 In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 the Hague-Visby Rules apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
 - (c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Cerrier, nor in respect of deck cargo or live animals.
- (3) General Average.

 General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

 Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charteress, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.
- (4) New Jason Clause.

 In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due in the event of accident, danger, damage or disaster before or after the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignces or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is demend or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignces or owners of the goods to the Carrier before delivery.
- (5) Both-to-Blame Collision Clause.

 If the Vessel cornes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, If the Vessel cornes into collision with another vessel as a result of the negligence of the other of the vessel, the owners of the cargo carried hereunder will Mariner, Pilot or the servants of the Carrier in the mavigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, pald or payable by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight, Destination, etc., see overleat

